

Superior

Active Transportation Plan

Plan Summary

October 2020



We envision Superior as a healthy city where walking and bicycling are encouraged as attractive, safe, comfortable, and convenient options for residents and visitors at every age and life stage.

Superior has a long-standing commitment to the community to provide active transportation opportunities and corridors throughout the city, and has established itself as a good place to walk and bike. The Superior Active Transportation Plan (ATP) builds on Superior's existing trail, sidewalk, and bikeway infrastructure and offers recommendations to improve conditions for people walking and bicycling. Through programs, policies, and new infrastructure, Superior can encourage more residents to use active transportation. The ATP provides a vision and framework to make Superior more livable for all its residents and visitors.



What is Active Transportation?

Active transportation includes any human-powered form of transportation, including walking, running, bicycling, skating, and using a wheelchair or other mobility device.

Why Invest in Active Transportation?

Superior has much to gain by improving its active transportation network, policies, and programs, and increasing the number of people walking and biking in the city. An improved walking and biking environment can boost the health, safety, quality of life, economic vitality, and accessibility of Superior and its residents.

Public and Stakeholder Engagement

Public participation is a critical part of any successful planning effort in order to ensure that the plan meets the needs and desires of the community. Public participation and feedback for this plan was solicited through a variety of forums: an Advisory Committee, two public open houses, "pop-up" engagement at local community events, and a website that allowed participants to comment on bicycling and walking in the community. This engagement helped ensure that the plan responds to the concerns of the community.

Planning Approach

The Superior ATP provides a framework to make Superior more walkable, bikeable, and livable for residents and visitors of all ages, backgrounds, and physical abilities. While only a small percentage of people walk and bike to work in Superior today, there are many people in the community who would like to walk and bike, but do not do so currently. While the percentage varies by community, a national survey found that about 5 out of every 10 adults in major urban areas, labeled as *Interested but Concerned* riders, would like to ride a bicycle but do not currently do so, usually due to concerns about traffic safety. This segment of the population represents a major opportunity to increase the number of trips taken by bicycle. Planning, designing, and constructing bikeways that are safe and comfortable for the *Interested but Concerned* bicyclist will encourage more Superior residents to bike.



Strong and Fearless bicyclists are willing to ride on almost any type of street.



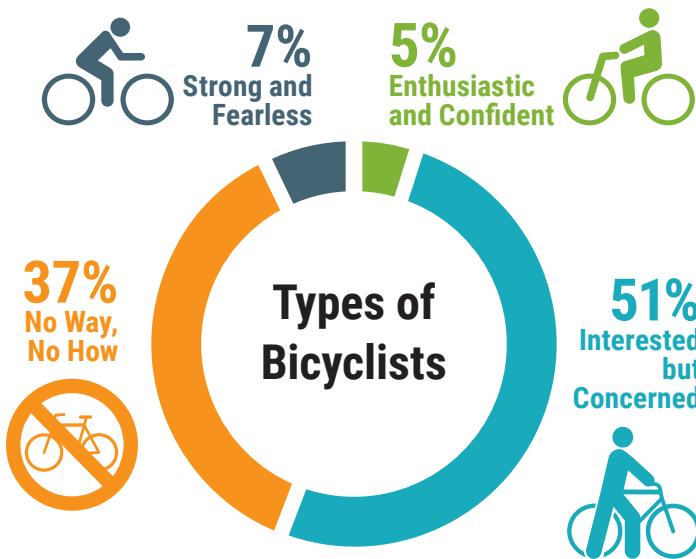
Enthusiastic and Confident bicyclists will ride on most streets, but prefer streets with bicycle infrastructure or trails.



Interested but Concerned bicyclists would like to ride but are concerned about traffic safety.



People who identify as **No Way, No How** will not ride a bicycle, no matter the circumstances.



Vision and Goals

The Superior ATP provides a vision and goals to make Superior a better place to walk and bike. Each goal is supported by specific actions, detailed in the plan, that support the goal, and will help Superior achieve its vision for active transportation.

Vision

We envision Superior as a healthy city where walking and bicycling are encouraged as attractive, safe, comfortable, and convenient options for residents and visitors at every life stage.

Goals

- Improve safety for people who walk and bike in Superior.
- Create a complete, comfortable, and attractive pedestrian network that is usable year-round.
- Create a connected, comfortable, and attractive bicycle network that is usable year-round.
- Increase pedestrian and bicycle access to key destinations.
- Embrace walking and bicycling as ways of transportation, recreation, and healthy living in Superior.



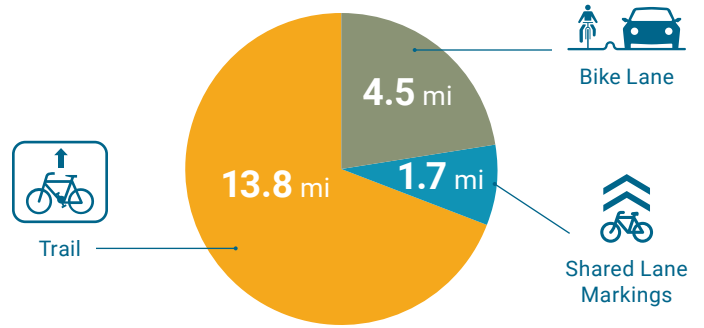
Existing Walking and Biking Conditions

The ATP provides an assessment of current walking and bicycling conditions in Superior. Generally, sidewalk coverage is extensive in Superior, with most streets having sidewalks on both sides of the street. This is particularly true in the central area of the city including the Central Business District and Midtown neighborhoods. However, outside of those core areas, the sidewalk network begins to break down. A big challenge for the pedestrian network is challenging crossings of busy streets, including Tower Avenue, Belknap Street, and East 2nd Street. Frequent and fast moving traffic on these streets is a significant barrier for people on foot.

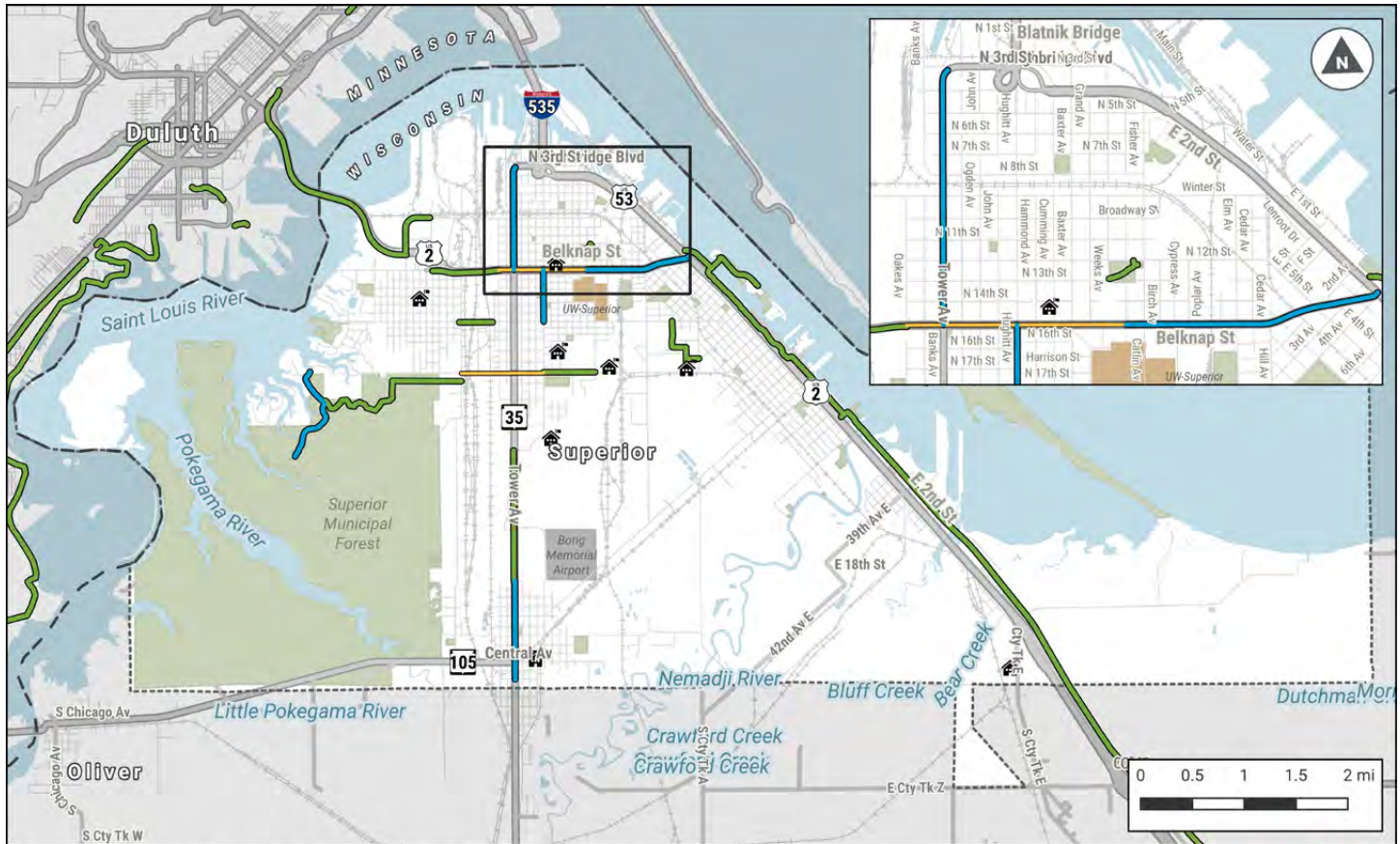
Superior’s bikeway network consists of approximately 20 miles of trails, bike lanes, and shared lane markings

dispersed across the city (Map 1). Although it has expanded in recent years, the network is generally disconnected and does not serve popular destinations. Rail lines and major streets form barriers for people bicycling, just as they do for people walking.

Figure 1: Existing Bicycle Infrastructure Mileage



Map 1: An overview map of existing bikeways in Superior; detailed maps are provided in the plan



Superior ATP: Existing Bikeway and Trail Network

- City Boundary
- Water
- Parks
- Railroads
- School
- University
- Bike Facilities - Existing
- Trail
- Bike Lane
- Sharrows or Shared Lane Markings



Policies and Program Recommendations

Community programs and City policies are key ingredients to creating a place where walking and bicycling are connected, safe, and convenient. The ATP provides specific recommendations organized by the “Five E’s” often used in active transportation planning. The primary recommendations are provided below, while the ATP provides more detail about each recommendation.

Encouragement activities build enthusiasm and interest in the walking and bicycling and promote their use.

Form an Active Transportation Advisory Committee

Host a Bike to Work Day Event

Host a Winter Walking or Bicycling Event

Provide Safe Routes to Parks

Create a Wayfinding Program

Establish Walking and Bicycling School Buses

Update the City Bicycle Map

Enhance End-of-Trip Facilities

Give Away Helmets and Bicycle Lights

Support a Bike Share Program in Superior

Pursue Grants and Sponsorships to Fund Encouragement Activities

Education activities range from identifying and promoting safe routes for people to walk and bike to how-to strategies, such as how to ride safely or helmet fit.

Pursue Safe Routes to School Funding

Educate Property Owners about Snow Clearing

Support Walk and Bike Safety Education for Children

Provide Street Safety Education Materials

Educate City Staff about Walking and Bicycling

Educate Law Enforcement about Walking and Bicycling

Educate Elected Officials about Walking and Bicycling

Provide Education Materials in City Communications

Partner with Hospitals and Health Coalitions

Enforcement activities ensure safe streets for all users.

Enforce Snow Clearing Ordinances

Improve Enforcement Trainings

Improve Police Department Outreach to People Walking and Bicycling

Enforce Pedestrian Right-of-Way Laws

Enforce Posted Speed Limits

Publicize Enforcement Efforts

Engineering activities including policies and practices associated with funding, designing, and building new facilities for biking and walking and maintaining existing facilities.

Comprehensive Project Review

Add Language in Superior’s City Code to Require Sidewalk Installation with New Development

Minimize Construction Impacts to Bicycle and Pedestrian Travel

Update Design Guidance

Identify Maintenance Standards and Procedures for Pedestrian and Bicycle Facilities

Support Active Transportation Accommodations on State Roadways

Provide or Improve Trail Lighting

Pursue All Potential Funding Sources for Pedestrian and Bicycle Facilities

Evaluation activities include monitoring the outcomes and documenting the results of the implementation of the other E’s.

Conduct Pre- and Post-Implementation Studies of New Bicycle Infrastructure Projects

Track Crash Data

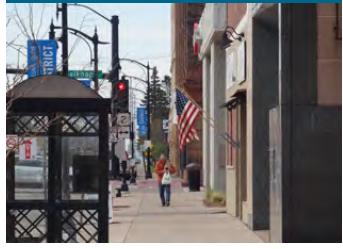
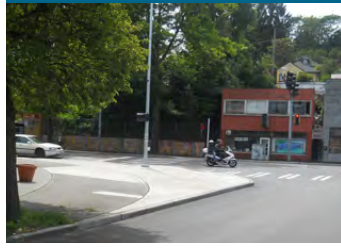
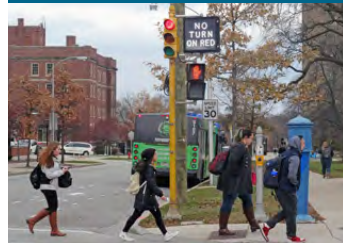

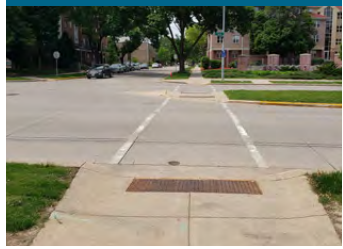

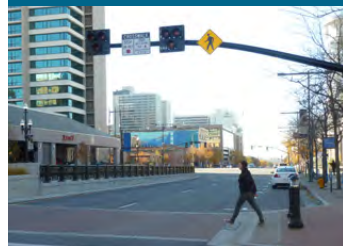





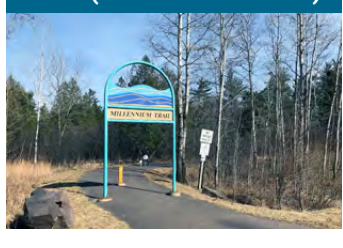
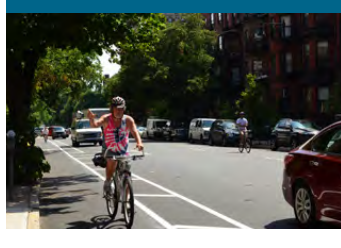
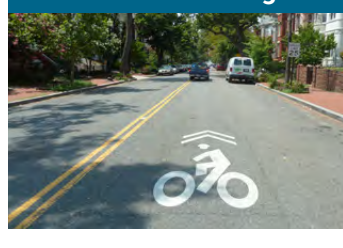
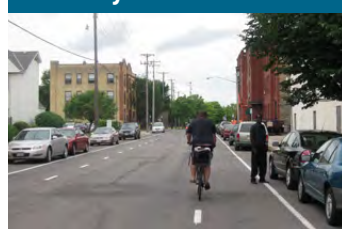




Count People Walking and Bicycling

Collect Public Input

Seek Recognition and Feedback

Walkway and Bikeway Toolbox

The ATP includes brief descriptions of the various walkway and bikeway facilities and treatments included in the plan. A companion document, the Superior Active Transportation Plan Walkway and Bikeway Toolbox includes more detailed descriptions of the various facilities and treatments, including considerations for use, implementation guidance, and references to more detailed guidance and standards. The facilities and treatments included in the Toolbox are listed below, with more detail provided in the ATP and the Toolbox.

<p>Sidewalks</p> 	<p>Curb Radius Reductions</p> 	<p>Pedestrian Signals</p> 	<p>Rectangular Rapid Flash Beacons</p> 
<p>Curb Ramps</p> 	<p>Curb Extensions</p> 	<p>Pedestrian Hybrid Beacon</p> 	<p>In-Street Pedestrian Signs</p> 
<p>Marked Crosswalks</p> 	<p>Separated Bike Lanes</p> 	<p>Bike Boulevards</p> 	<p>Crossing Islands</p> 
<p>Trails (Shared Use Paths)</p> 	<p>Buffered Bike Lanes</p> 	<p>Shared Lane Markings</p> 	<p>Advisory Bike Lanes</p> 
<p>Sideways</p> 	<p>Bike Lanes</p> 	<p>Paved Shoulders</p> 	<p>Wayfinding</p> 

Recommended Pedestrian Approach

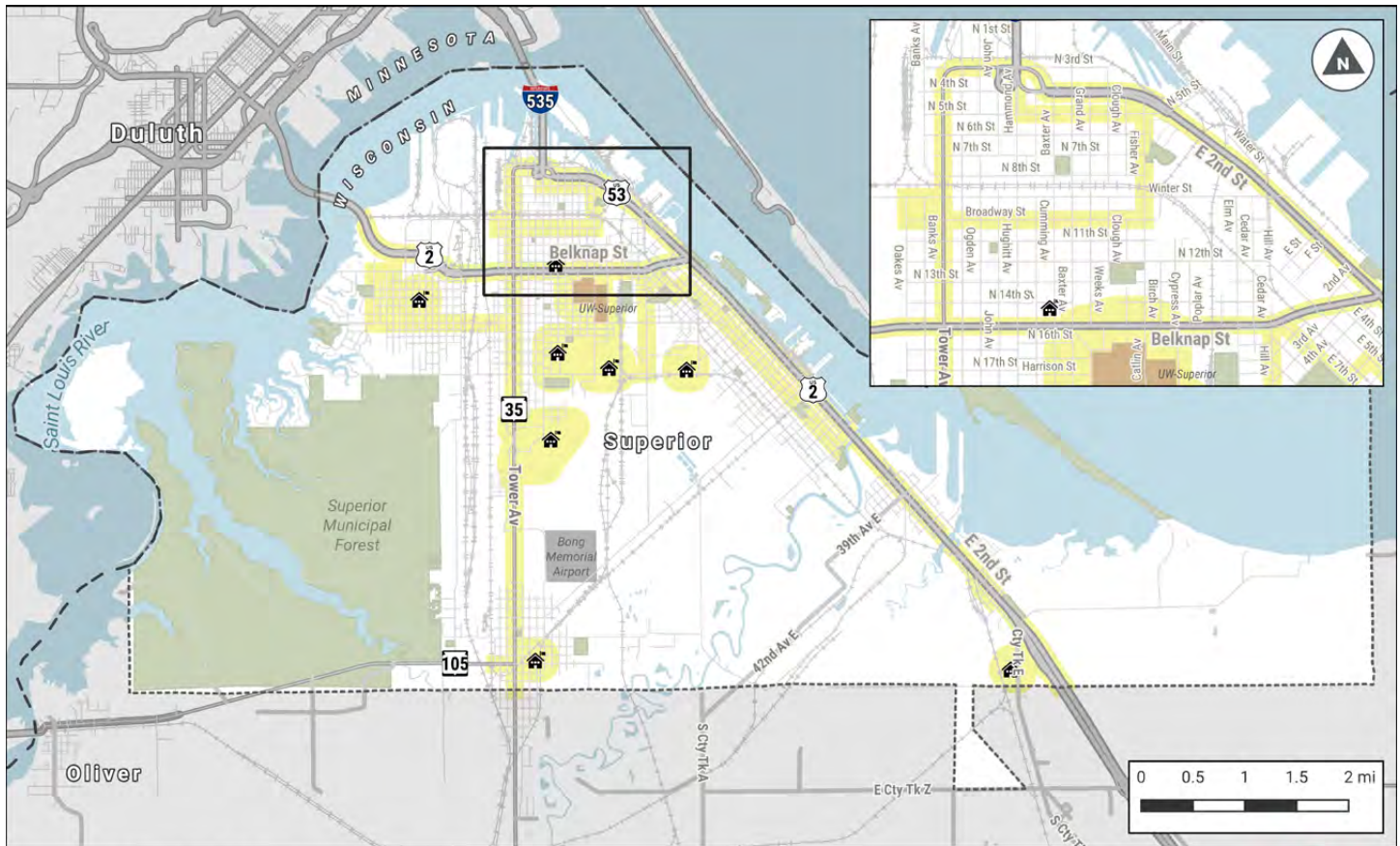
Walking is the most basic and universal form of transportation, yet the needs of people walking are often overlooked or considered after those of other modes of transportation. Designing a transportation system that works well for people walking requires slowing motor vehicles and providing comfortable walking environments through separation from traffic, thoughtful intersection design, pedestrian amenities, and seamless integration with destinations.

The ATP identifies Priority Pedestrian Areas in which to focus improvements for people walking. The ATP calls for the installation of sidewalk along approximately eight miles of city streets, primarily in areas near schools. Map

2 displays the recommended sidewalk installations, with more detailed maps provided in the ATP. The estimated cost for installing the recommended sidewalks is approximately \$1.75 million.

While sidewalks and trails provide spaces for people to walk along streets, they do not help people walking across streets. Busy streets and streets with fast moving traffic often serve as significant barriers for people on foot. The ATP recommends a general methodology for improving pedestrian crossings, while also recommending improvements at eight specific intersections along Tower Avenue and East 2nd Street.

Map 2: An overview map of the Priority Pedestrian Areas identified in the ATP; detailed maps are provided in the plan



Superior ATP: Priority Pedestrian Areas

- City Boundary
- Water
- Parks
- Railroads
- School
- University
- Priority Pedestrian Areas



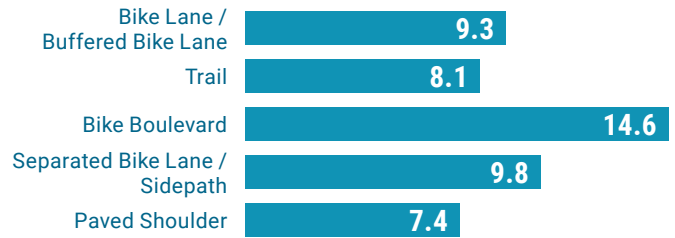
Recommended Bikeway and Trail Network

The recommended Superior Bikeway Network includes approximately 50 miles of new bikeways as shown in Figure 2. Building on Superior’s existing bicycle facilities, the final completed network will include nearly 75 miles of interconnected bikeways. When completely built out, the Bikeway Network will make bicycling for transportation and recreation safer, more comfortable, and more convenient for everyone. Map 3 displays the recommended bikeway network, with more detailed maps provided in the ATP.

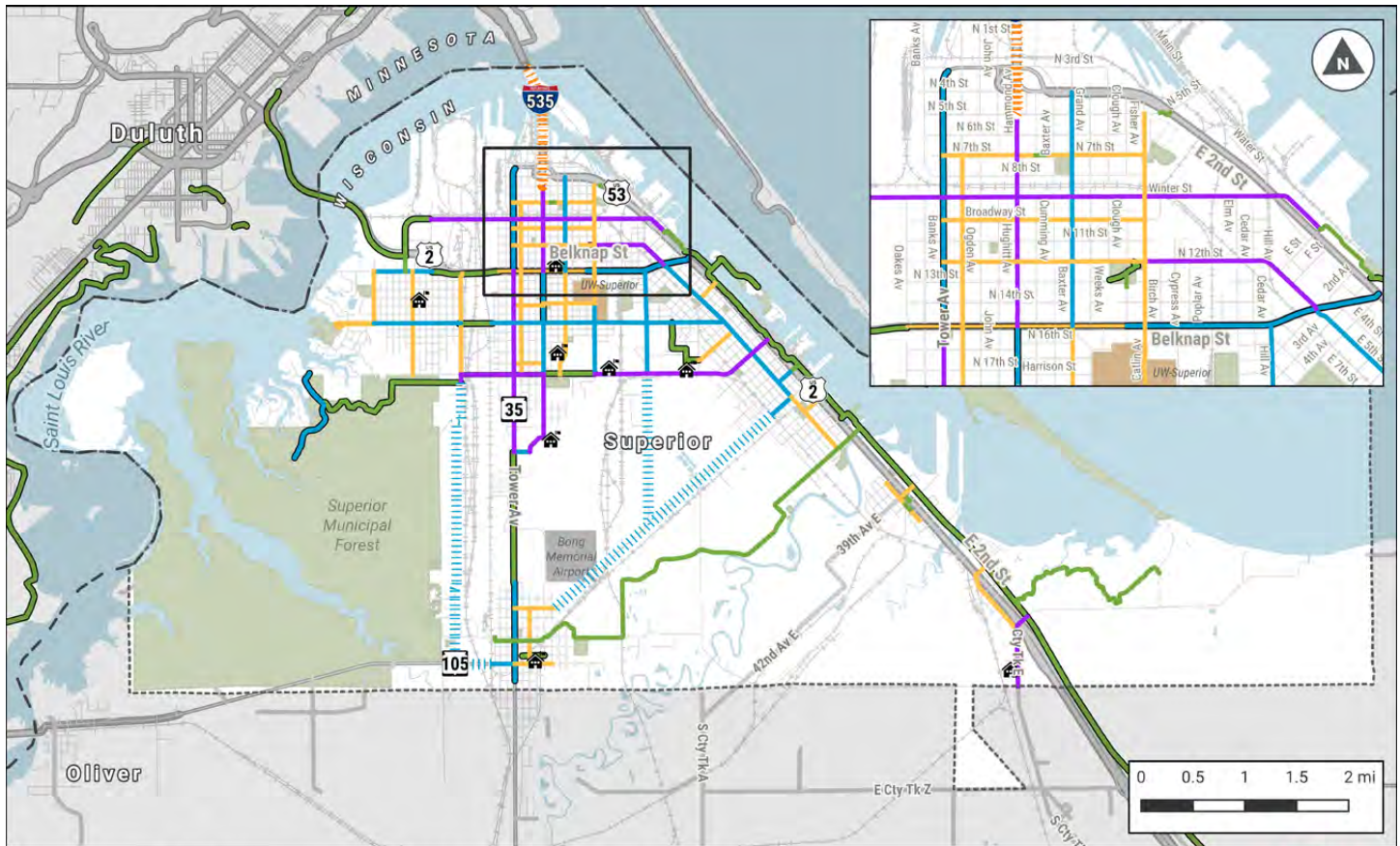
The bikeway recommendations are broken into 82 distinct segments that are recommended for implementation over short-term, medium-term, and long-term timeframes based on project priority, ease of implementation, method of

implementation, estimated cost, and other considerations. Overall, the bikeway network is estimated to cost \$11 million to implement, although that cost may vary widely based on the final facility selected for each segment and the method of implementation. Implementing facilities in conjunction with street resurfacing or reconstruction can reduce costs substantially.

Figure 2: Recommended Bicycle Infrastructure Mileage



Map 3: An overview map of the recommended bikeway and trail network identified in the ATP; detailed maps are provided in the plan



Superior ATP: Recommended Bikeway and Trail Network



Priority Bikeway Corridors

As part of the overall bikeway network, the ATP identifies seven priority bikeway corridors for implementation. The corridors were selected based on feedback during the planning process and because of the key connections that they provide. The majority of the corridors serve as major cross-city connections that connect to numerous destinations, including schools, employment and shopping areas, parks, and existing bicycle facilities. For each priority corridor, more information about the existing corridor and the steps necessary for implementation are provided. The identified priority bikeway corridors are:

Corridor	From/To
18th Avenue / N 28th Street	Osaugie Trail to Millennium Trail
Hammond Avenue	N 5th Street to Belknap Street; N 21st Street to Tower Avenue (via N 37th Street)
N 9th Street / Winter Street	Susquehanna Avenue sidepath to East 1st St/ potential connection to Osaugie
N 5th Street	Hill Avenue / N 12th Street to 31st Avenue E
Catlin Avenue	N 7th Street to N 28th Street
Stinson Avenue / 24th Avenue E	Tower Avenue to Osaugie Trail
Tower Avenue	Belknap Street to existing sidepath at N 37th Street



Maintenance

Like streets, walkways and bikeways must be regularly maintained to remain accessible, safe, and comfortable to use. The ATP includes a chapter about ongoing maintenance of walkways and bikeways including pavement maintenance, and seasonal maintenance including activities like snow removal and sweeping. The maintenance chapter highlights best practices for maintenance including the frequency of different maintenance activities.

Conclusion

By implementing the policies, programs, and infrastructure recommendations of this Active Transportation Plan, Superior will be well on its way to providing a transportation system that offers more safe, convenient, and comfortable choices for its residents, employees, and visitors. Safer sidewalks, trails, bike lanes, and crossings mean greater safety for everyone. Increases in people walking and bicycling can catalyze efforts to become a healthier, more vibrant, and more connected community. The success of the Superior Active Transportation Plan will be based on the implementation of its recommendations. With continued support and investment from elected officials, local agency staff, and residents and businesses, Superior will be safe, comfortable, attractive, connected, and accessible for everyone who currently or would like to walk, ride a bicycle, or use a wheelchair to get around.